

1/3

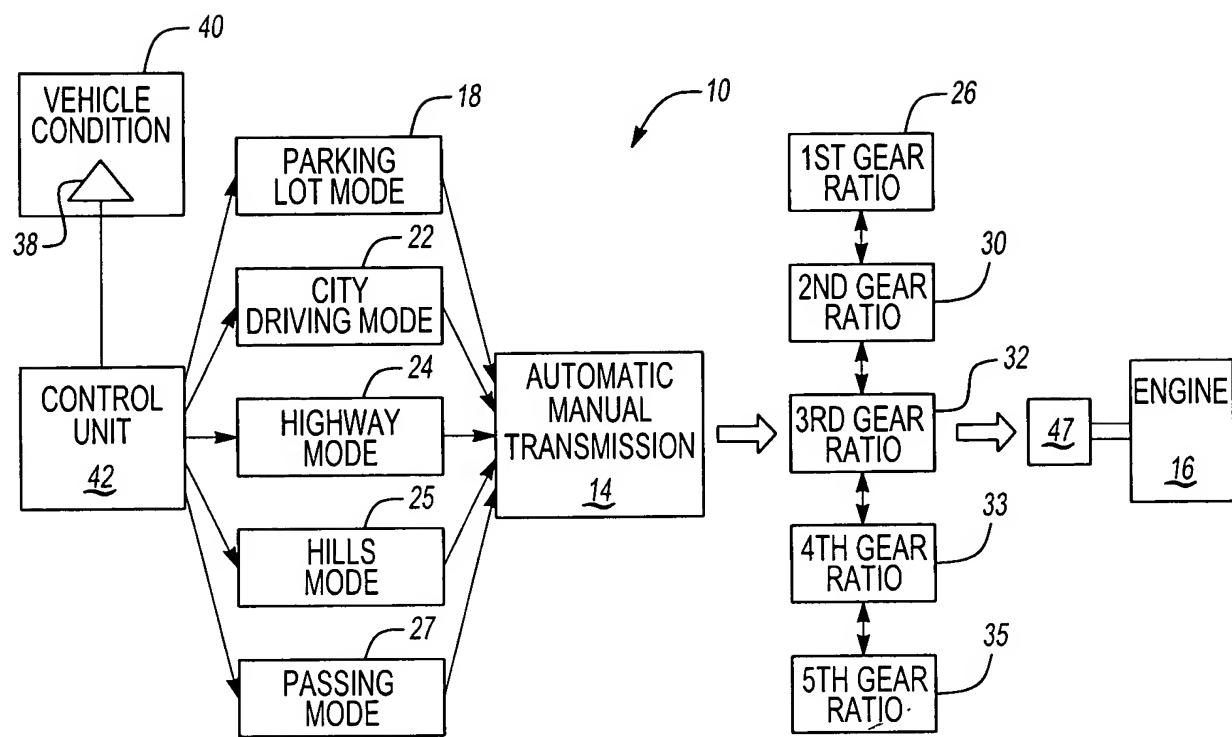


Fig-1

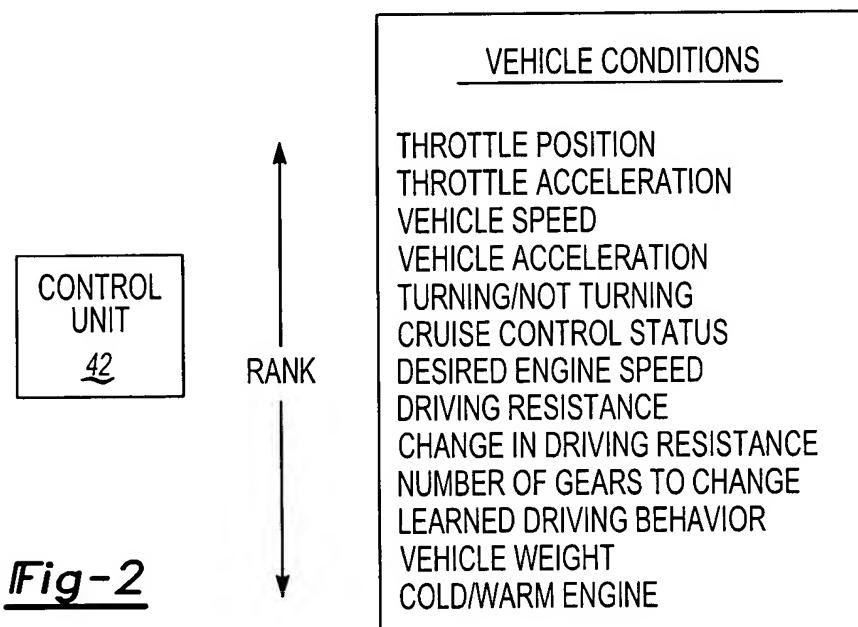


Fig-2

2/3

VEHICLE CONDITIONS	PARKING LOT NORMAL	PARKING LOT TURNS	CITY DRIVING NORMAL	CITY DRIVING TURNS	HIGHWAY DRIVING NORMAL	HILLS NORMAL	HILLS POWER DOWNSHIFT	HILLS LOW SPEED LOW GEAR	PASSING
THROTTLE POSITION	< LOW	< MED	> HIGH	> HIGH	N/A	~100%	~100%	~100%	~100%
VEHICLE SPEED	0 - LOW	0 - LOW	LOW > MED	LOW > MED	HIGH	LOW > HIGH	HIGH > MED	LOW	LOW
VEHICLE ACCELERATION	< LOW	< LOW	HIGH	HIGH	LOW	LOW	(MINUS)	LOW	LOW
TURNING/NOT TURNING	NO	YES	NO	YES	NO	NO	NO	N/A	N/A
CRUISE CONTROL STATUS	N/A	N/A	N/A	N/A	ON OR OFF	N/A	N/A	N/A	N/A
DRIVING RESISTANCE	N/A	N/A	NORMAL	NORMAL	NORMAL	HIGH	HIGH	HIGH	HIGH
WARM/COLD CONDITIONS	N/A	N/A	N/A	N/A	N/A	WARM	WARM	WARM	WARM
OUTPUT: CHOSEN SHIFT MODE									
BUSES	5	4	4	4	5	4	3	2	0
TRUCKS	4	3	3	3	5	2	2	1	0

Fig-3

SYSTEM ADJUSTMENTS

PREDETERMINED ENGINE TORQUE  
ENGINE BRAKING  
TRANSMISSION ACTUATOR  
RANGE OF ENGINE SPEED  
FOR SHIFT  
CLUTCH CONFIGURATION  
ENGINE CONFIGURATION

Fig-4